

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport	
DECISION DATE:	On or after 22nd November 2014	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2622
TITLE:	Queen Square Cycle Link Traffic Regulation Order (TRO)	
WARD:	Kingsmead	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Please list all the appendices here, clearly indicating any which are exempt and the reasons for exemption Appendix 1 TC4041/TCD/01A – TRO Consultation Drawing Appendix 2 – Informal Consultation summary Appendix 3 – Formal Consultation summary Appendix 4 -Stage 1/2 safety audit Appendix 5 – Equality Impact Assessment		

1 THE ISSUE

- 1.1 This report considers the responses to the public advertisement proposing the introduction of parking restrictions to facilitate a cycle facility.

2 RECOMMENDATION

- 2.1 The Cabinet member is asked to agree that parking restrictions are approved in accordance with the advertised scheme.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The cost of carrying out the works to implement this scheme is estimated to be £9k. This is included within the approved 2014/15 capital budget within the Integrated Transport Block, which is funded by DfT grant.
- 3.2 One parking bay will be removed to facilitate this scheme. Income lost from this is likely to be recovered through alternative parking bays in the local area, such as in Royal Avenue.
- 3.3 In addition to the capital costs, the revenue maintenance costs associated with the project, consisting of additional signs and road markings will be incorporated within the existing highways maintenance revenue budget.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 A proportionate equalities impact assessment has been carried out on the scheme, to see if and discriminatory factors can be highlighted. There are no situations that could be thought of that discriminated against one over another.

5 THE REPORT

- 5.1 This scheme is to provide a direct cycle route between the Weston area in Bath and the city centre via the Royal Victoria Park as part of a number of improvements for cyclists in the city centre.
- 5.2 It is proposed that a car parking space is removed and parking restrictions put in place in Queen's Parade to create more space for cyclists when travelling south to north and when travelling south cyclists can wait here if the footway is busy.
- 5.3 The proposal will be an alternative route from Royal Victoria Park via Queen's Parade Place at the junction of Gay Street which is difficult to exit for cyclists because it is busy and turning right is difficult.
- 5.4 Appendix 1 summarises the informal consultation feedback and the Council's response. There is support for the scheme, a request for it to be a cycle and pedestrian friendly scheme and a request for additional cycling facilities.
- 5.5 The informal consultation also raises concerns regarding potential cyclist/pedestrian conflict, how the proposal fits in with the possible future closure of 1-2 sides of square for events, the risk of cyclists travelling down the west side of the square, the need to extend the parking restrictions and increased pressure of parking due to loss of a parking space.
- 5.6 As a result of these comments the design was amended to include extra lining, extra signing, an extension of the parking restriction to include part of the bay being removed and a bollard.
- 5.7 A safety audit was carried out. This is included in appendix 4 with the exception report. The recommendations incorporated into the scheme design are detailed in the exception report.

5.8 The formal consultation results are summarised in appendix 2. The points below relate the TRO with an officer response:

Concern - loss of a parking space.

Officer response - if a parking space is not removed the gap would not be wide enough for 2 way cycling and would not provide a space for cyclists travelling south to stop and wait before proceeding if the footway is busy.

Concern - The No Waiting at any time should be extended east to prevent obstructing the cyclist crossing point.

Officer Response – The situation will be monitored and if a problem arises, the lines will be extended.

6 RATIONALE

6.1 In accordance with Section 1 of the Road Traffic Regulations Act 1984, the proposals are designed to 'facilitate the passage on the road of any class of traffic and pedestrian', and to 'avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising'.

7 OTHER OPTIONS CONSIDERED

7.1 Do not remove a parking space. However, if a parking space is not removed, the gap would not be wide enough for 2 way cycling and would not provide a space for cyclists travelling south to stop and wait before proceeding if the footway is busy.

8 CONSULTATION

8.1 Cabinet Members; Other B&NES Services; Local Residents; Community Interest Groups.

8.2 Consultation was carried out by e-mailing internal and external contacts. Notices were also advertised in the local press and erected on all affected roads and locations of specific interest for a 21 day period. All affected people had the opportunity to participate in the consultation process, and to make their opinions known.

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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Background papers	
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